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SULZER IN THE MOVIES

Listen! News from Los Angeles! William Sulzer, former governor of New York, will perform the stellar role in a five-reel production called "The Governor's Boss." Those who remember Bill in the inaugural parade of 1913 or who saw him that evening in Peacock alley know that he knows how to pose. In the parlance of the movies Bill ought to "screen" first rate.

PATRIOTISM ABOVE PROFIT

John Hays Hammond, jr., whose invention of a radio wireless torpedo is declared by experts to be the greatest recent contribution to war equipment, has refused to sell his idea to any of the warring nations. He declares on the other hand that he will retain its secret until his own Government is ready to buy it and that he will sell it then for half the price he could get from a European nation. Washington knows the young man well and will applaud the patriotism which rises superior to profit.

R. ROSS PERRY

The regret with which Washington heard of the death of R. Ross Perry was universal. Like many another member of his profession he was the victim of overwork for others, of overexertion for those whose causes he made his own. A Washingtonian by birth he had devoted his entire life to the interests of the city and its people. Eminent in his profession he was not less known as a citizen of high ideals. He was identified with the business interest of the community in many resultful ways and contributed of both time and money to its advancement. Respected for his ability, trusted for his integrity, admired for his personal charm and fellowship, he will be missed by all who bore relations to him during a long and successful career.

EUGENIST'S VIEW OF WAR

While those whose sympathies are keen already are thinking of the human losses of the European war, eugenists are pointing, not only to the possible character of those children yet to be born, but to the tremendous loss of those who never will be born at all.

According to G. Stanley Hall, a child psychologist alive to the value of child life, the "baby crop" of Europe has been lessened by 3,000 or 4,000 a day by the war. Here is a waste that cannot be reckoned in economic terms. It cannot be gauged at all. It is profitless to speculate about the unknown. But one cannot help wondering how many Goethes, or Schillers, or Curies, or Hegels, or Wagners might have been included among this human output now being lost to civilization.

BE KIND TO YOUR HORSE

The Boston Work Horse Relief Association, which, by the way, is a most efficient organization, has issued its annual hot weather rules for the care of horses. Not many horse owners are willfully inconsiderate of their animals during the hot weather, but ignorance or disregard does not lessen the suffering of the faithful beasts. We are glad to print at the request of the association simple rules which, if obeyed, will be of value to the owners and of relief to the horses:

1. Load lightly, and drive slowly.
2. Stop in the shade if possible.
3. Water your horse as often as possible while he is working. Do not fail to water him at night after he has eaten.
4. When he comes in after work, sponge off the harness marks and sweat, his eyes, his nose and mouth, and the dock. Wash his feet but not his legs.
5. If the thermometer is 75 degrees or higher, wipe him all over with a damp sponge. Use vinegar water if possible. Do not turn the horse on him.
6. Do not use a horse hat, unless it is a canopy-top hat. The ordinary bell-shaped hat does more harm than good.
7. A sponge on top of the head, or even a cloth, is good if kept wet. If dry it is worse than nothing.

THE VACATION PROBLEM

One of the troubles of the "See America First" movement is the difficulty in deciding where to go. There is such an embarrassment of riches that one wastes the summer deciding which of the wonders or which of the beauties of his own country he shall journey to.

To the annual visitor to Europe there may be the fear that what he sees here being better than what he sees abroad, may dull his appetite for and quench his pleasure in things foreign.

When one considers that Europe offers nothing comparable to the great canyons of the West; that the Canadian Rockies are fifty Switzerland rolled into one; that the blue grotto at Capri is only a feeble imitation of the Caverns at Luray; that

the mountain climber finds harder tasks awaiting him in the great Northwest than in the Alps; that the springs at a hundred resorts are as good or better than the waters at the more expensive "cures" on the Continent—how is a man going to decide where to go? Books and folders multiply the problem and word of mouth endorsements increase the perplexity. Americans are in the situation of the hungry boy at the bountiful table who remained hungry because he couldn't make up his mind what to eat first. There are some disadvantages in a vacation: it is so much of a strain on the mental center of decision.

OUR AEROPLANE DEFICIENCY

Three aeroplanes in the United States navy, half a dozen more in the army, the army aviators using a private aerodrome through the courtesy of Rudolph Spreckels—this is the sorry condition of affairs disclosed by the Aero Club of America in a letter which will be read on Aerial Navigation Day at the San Francisco fair.

In the development of the military uses of aeroplanes, the letter points out, the country which gave the heavier than air flier to the world is far behind Switzerland and Morocco and China. The half dozen naval officers who hold aviators' licenses never have maneuvered with the fleet and "do not know what ships and submarines look like from the air." Our artillery never has practiced firing with aeroplanes "spotting." In a word, we, the inventors of flying, have done almost nothing toward developing its possibilities. If the aviator today literally is the eyes of each army in the European struggle our army is stone blind.

Happily the Aero Club believes better days are coming. It thinks Congress, with the terrible lessons of Europe before it, cannot remain deaf to appeals for more adequate national defenses. In any plan for a larger or better equipped army, or for the upbuilding of the navy, the students of the situation believe, must be included the establishment of an adequate aerial service.

The Aero Club estimates the cost at \$17,500,000, divided into \$7,500,000 for the navy, \$5,000,000 for the army, and \$5,000,000 for the militia. Events in Europe seem to prove that an aeroplane, manipulated by a capable aerial scout, may save a division of an army from slaughter or a battleship from destruction. Considering the question in that light, the estimate seems not to be excessive.

WASHINGTON'S BUILDING RECORD

Building construction is one of the surest barometers of a community's prosperity. While building in 92 of 122 principal cities of the United States either showed no gain or an actual falling off this June, as compared with last June, Washington reports a gain of 21 per cent over building operations this time last year.

Of the 92 cities not showing an increase 71 experienced a positive decline. Of the thirty cities which, like Washington, reported gains, some, like New Britain, Conn., Paterson, N. J., New Haven, Conn., Syracuse, N. Y., could be accounted for by the additions to factories incident to a boom in products mostly in demand because of temporary conditions created by the war.

Washington's increase is not of that sort. The building now going on in Washington is the sort that goes on regularly, year after year, in response to a wholesome business development, and a regular influx of new residents. It is a favorite, and untrue, bromide that Washington is not a business center. Within its scope business activities here are active, and because they are not affected so much by fluctuations which occur elsewhere, the safe and conservative investor is attracted here. In the midst of the business furries that have troubled other cities, and which have caused decreases in building operations in New York, Chicago, Boston, and practically every other large city except Philadelphia, Washington has kept on its normal and steady course of development.

UNCLE SAM'S HELPS

Educators are keenly alive to the practical and useful service performed by the United States Bureau of Education. The first in a series of "summer school letters," which contains a list of the more popular publications of the bureau, indicates the part the bureau is playing in the dissemination of knowledge upon child teaching and child welfare among schoolmasters.

But a glance over the list will show a number of bulletins, to be had free of cost, which are of great interest to the layman, and especially to the parent. You don't know your boy's aptitudes? It is entirely probable that the suggestions of Meyer Bloemfield, one of the country's foremost vocational experts, contained in "The School and the Start in Life" might help you. "Vocational Guidance," too, might prove interesting reading for you.

Perhaps your child has reached

the kindergarten age. You have heard vaguely of the Montessori system. "The Montessori Method and the Kindergartens" would give you accurate information about it.

Perchance you live in a suburb or in the country and think your school might be improved. "Elementary Rural Schools" would put you in a position to discuss with intelligence improvements in your community's school.

Uncle Sam publishes, either free or at a nominal cost, books which the agents cannot surpass. Only Uncle Sam does not employ salesmen. The community intelligence needs to be awakened to the very helpful information to be had from various Government departments right here in Washington.

ALIENISTS IN COURT

Judge Hendrick, in rendering his decision in the Thaw case, delivered a most deserved rebuke to the employment by attorneys of experts on insanity who for pay render opinions on the mental conditions of prisoners on trial. The Times has repeatedly said that if alienists were to participate in a trial they should do so under the appointment and pay of the court, and we are glad to find Judge Hendrick agreeing with us. In rendering his opinion, he said:

"If this court and this jury are to depend upon the opinion of an alienist who has made it his business for years and for pay to render expert testimony that Thaw is sane or insane, whichever it may be, that opinion is to me of absolutely no value and has no influence on my determination of this case. The idea that in the administration of justice a doctor of repute can for years devote himself to a case, can publish his opinions in the public press, can interview witnesses, can help to prepare for trial, can do everything that an advocate is bound by law to do, and then go on the stand and say that his evidence is of any probative value is wrong. I hope the members of the medical profession itself will find some way to correct that evil. I do not speak especially of this case, but of cases generally, where expert testimony is rendered by doctors of repute for pay. If the members of the medical profession do not do it themselves, as I have no doubt they want to do, I hope the legislature of the State will find some means of curing the evil that obtains in our courts either by legislation that will allow the court to appoint experts to examine the lunatics or by such other means as may be deemed advisable."

EDUCATION IN STATISTICS

Some extraordinarily interesting figures are coming from Editor Ryan of the Federal Bureau of Education. There were in 1914 22,000,000 pupils enrolled in the country's educational institutions and the expense attached to instructing them was \$750,000,000. This seems like a considerable sum, but comparison dwindles it before one's eyes. It is \$300,000,000 less than the cost of running the Government; it is less than one-third the expenditures for alcoholic liquors; it is only a little more than three times as much as was spent for admissions to moving picture shows; it was only half the value of the year's wheat crop, and fell short of the value of the exports from the port of New York by \$100,000,000. What instructors received for their labors, from the teacher in the rural school to the principal in the city building averages in the public schools \$78 per month for men and \$61 per month for women, but there were plenty of cases found where the teacher got not more than a fifth of the remuneration of the mail carrier who passed the school house door and scarcely more than the laborer in the adjoining field.

PERHAPS A POEM—SURELY THE TRUTH

Love and war are great provokers of the muse. Occasionally they are wooers. Once in a long time they inspire a poem. Perhaps it is too much to say that "The Five Souls" is a poem, but at least it rhymes and the feet march in unison. Most of all it expresses a truth and for that reason it has a place here. Who was its author is untold because unknown. Let it speak for itself.

I was a peasant on a Polish plain.
I left my plough because the messenger ran:
Russia in danger, needed every man
To save her from the Teuton. I was slain.

I gave my life for freedom, this I know.
For those who bade me fight had told me so.

I was a Tyrolean, a mountaineer.
I gladly left my mountain home to fight
Against the brutal, treacherous Mus-
kovite.

And died in Poland on a Cossack's spear.
I gave my life for freedom, this I know.
For those who bade me fight had told me so.

I worked in Lyons at my weavers' loom.
When suddenly a Prussian despot
hurled
His blow at France and at the world:
And I went forth to Belgium and my doom.

I gave my life for freedom, this I know.
For those who bade me fight had told me so.

I owned a vineyard by the wooded plain.
Until the Fatherland begirt by foes
Lusting her downfall called me and I rose.

Swift to the call and died in far
Lorraine.
I gave my life for freedom, this I know.
For those who bade me fight had told me so.

I worked in a great shipyard by the Clyde.
There came a sudden word of war
Declared.
Of Belgium—peaceful, helpless, un-
prepared—

Aking our aid. I joined the ranks
And died.
I gave my life for freedom, this I know.
For those who bade me fight had told me so.

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Attack on Orduna Will Cause U. S. To Stiffen Attitude Toward Berlin

(Continued from First Page.)

Germany would yield to this Government's position regarding the use of the seas by neutrals.

Such a concession by Germany, carrying with it the safety of Americans at sea, would have left unsettled principally the matter of reparation for lives sacrificed on the Lusitania.

Secretary Lansing will have no comment to make on the Orduna incident until the matter is brought officially to the attention of the State Department. This probably will be done by some American passenger on the ship, or the British embassy may transmit the report of the captain of the vessel.

STRONGER NOTE T KAISER EXPECTED.

The belief is general today that the Orduna attack will change the complexion of the forthcoming American reply to Germany. With the return of President Wilson to Washington, the entire German situation will be ready for submission to the Cabinet on Tuesday. The inference is that a stronger note will now be insisted upon at the Cabinet meeting.

It is taken into consideration that the Orduna attack preceded the Lansing-Bernstorff conference, which seemed to promise ultimately an understanding between the two governments, even though that understanding be oral. Nevertheless, it is hardly expected that Germany will seek to plead that the Orduna attack antedated a change in its policy, as this Government assumed that such a change in policy became operative with the receipt of the first Lusitania note.

Since the sinking of the Lusitania, Germany has been remiss in its assurances on paper, but her acts have indicated a desire to avoid further sacrifice of American life, and her submarine commanders apparently have been exceedingly careful in their activities.

The only other important case of attack without warning was that involving the Nebraskan. Germany has expressed regret for the attack on that vessel, bound for this country without cargo, and has agreed to pay damages.

ATTACK IMPEDES SETTLEMENT.

The attack on the Orduna, however, was evidently much similar to the successful one on the Lusitania. That the Orduna escaped is remarkable. The torpedo is said to have come within a few feet of her bow, and she was chased by the U-boat.

The impression created here by such an attack is decidedly unfavorable and seriously impedes a settlement of the present controversy between the Kaiser's government and the United States.

It has been taken for granted here that the next note will be the last to be addressed by the United States to Germany in at least this stage of the submarine correspondence. The note itself is said to contain a most certain tone of finality which will make it quite clear to the German government that this Government does not think it worth while to discuss the matter further until Germany is prepared to meet the demands that she has thus far ignored.

It is also thought probable that the note will give some hint as to what action this Government would take in the event of another attack on American lives. Now that another attack, even though unsuccessful, is reported to

Strong Case Against Berlin

The reported attack on the Orduna itself is regarded as constituting the strongest kind of a case against Germany. It is now believed probable that the next note may refer to the Orduna incident as indicating the unwarranted menace to which the United States considers Germany is exposing Americans and justifying all that the United States has said to Germany.

What is regarded as the particularly aggravating feature of the Orduna case as reported is that the vessel was not carrying contraband to England, but was outward bound from Liverpool to the United States. In other words, it is felt here that had the attack proved successful, Germany never could have attempted to justify it on the ground that she was saving the lives of German soldiers by destroying ammunition destined for the enemy; she could not charge Americans with shielding cargoes of contraband of war.

The reported attack on the Orduna must be regarded, it is declared here, as nothing less than an attempt simply to destroy British property and without any regard for the lives of neutrals and noncombatants on board.

Saved From Sinking by Daring of Commander

A distance of ten feet saved the liner Orduna from destruction, prevented a repetition of the Lusitania tragedy, and saved a situation which might have plunged this country into war with Germany, or at least resulted in the breaking off of diplomatic relations with the Kaiser's government.

By so narrow a margin did a torpedo miss the Orduna on the morning of July 8, when a German submarine chased the New York bound vessel soon after she left Liverpool. Twenty-two Americans were aboard the vessel, which could have carried no munitions for the allies because she was bound for these neutral shores.

The story of the attack upon the Orduna, as told by her captain and passengers, is a gripping realism, revealing once more the stealthiness of submarine attack and the constant danger which lies in the path of the sea traveler.

Torpedo the Only Warning.
The Cunard liner was sixteen hours out of Liverpool en route to New York when she almost met the fate of the Lusitania. It was early morning, a few minutes after 6 o'clock and most of the passengers were asleep in their berths. Several early risers stood about the decks, watching the glory of a sunrise at sea and feeling as secure as those who stood aboard a yacht on Chesapeake Bay.

Suddenly the lookouts saw the white wake of a torpedo. The few passengers about also saw it, not realizing for the moment what the ominous ripples of the water meant. The torpedo plowed so close to the ship that it woke the crew beneath the overhang of the vessel and against its steel sides.

Only the officers realized what a narrow escape the ship had had. The course of the Orduna was suddenly shifted. There was a moment of suspense as the chief engineer rushed to the engines to crowd from them every bit of speed of which the vessel was capable.

Attack With Gun Fails.

No other torpedo came, but in about eight minutes the periscope of a submarine was seen about three-quarters of a mile off the Orduna's starboard quarter, a direction opposite from which the torpedo had come. The submarine rose quickly to the surface and a half

dozen men climbed on deck and began to adjust one of her guns.

Within minutes the submarine's gun was trained upon the Orduna and a shell fell just astern. Two other shells fell short. The Germans fired rapidly, and six additional shells sent up their water spouts as the Orduna plowed away to the safety zone.

The submarine, having failed both in its underwater and surface attacks, was rapidly outdistanced and soon gave up the chase. The attack and the escape had occupied sixteen minutes, but it seemed to those aboard the liner, who prepared to take to the life boats.

Put on Life Belts.

When the torpedo first appeared the passengers were awakened and warned to put on life belts. Many crowded to the decks; a few became hysterical. They were ordered below and all complied with the order.

Wireless calls for help also were flashed as soon as it became known that a submarine was near and had attacked without warning. It was four hours, however, before a small British armored yacht appeared. The attack occurred thirty-seven miles south of Queenstown, and twenty miles from the spot where the Lusitania lies at the bottom of the sea.

Protest to the American Government will be made by at least one of the Americans on board, and possibly by others. William O. Thompson, of Chicago, counsel to the Federal Industrial Relations Commission, who went abroad in his official capacity in March and was returning on the Orduna to make his report, announced he would submit the matter to Washington.

To Make Formal Complaint.

"I consider," said Thompson, "that I am in duty bound to make a report of the attack and protest against it. As an American citizen employed in an official capacity by the Government to go abroad, I feel that I should bring the Government's attention to the attack."

"I felt that I had a right to return home on the Orduna, although she flies the British flag, because she is a passenger ship. The fact that she had no munitions of war aboard fortified my opinion. The Orduna, an unarmed passenger ship, carrying no munitions, was deliberately attacked, without warning, pursued and subjected to shell

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